



EUROPEAN INLAND WATERWAY TRANSPORT (IWT) SUCCESS STORIES PAST AND FUTURE

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Organising IWT in Europe

European Barge Union (EBU)

Europäische Binnenschiffahrts Union (EBU)

Union Européenne de la Navigation Fluviale (UENF)

Europese Binnenvaart Unie (EBU)

www.ebu-uenf.org



Members

- *Centraal Bureau voor de Rijn- en Binnenvaart (NL)*
- *Comité des Armateurs Fluviaux (F)*
- *Bundesverband der Deutschen Binnenschifffahrt e.V. (D)*
- *Unie der Continentale Vaart V.Z.W. (B)*
- *Schweiz. Vereinigung für Schiffahrt und Hafenwirtschaft (CH)*
- *“Die Schiffahrt” (A)*
- *Association des Maitres Bateliers des Régions de Liège (B)*
- *Alg. Aktiecomité der Belgische Binnenscheepvaartorganisaties V.Z.W. (B)*
- *AVP-CZ (CZ)*



Aims

- the development of the European transport policy
- the improvement of the economic position of inland navigation
- the structured cooperation with national and international institutions
- the exchange of information and experience between the parties involved



Presentation

- Container Transport in Europe
- Meeting specific challenges
- Future developments



Container Transport in Europe

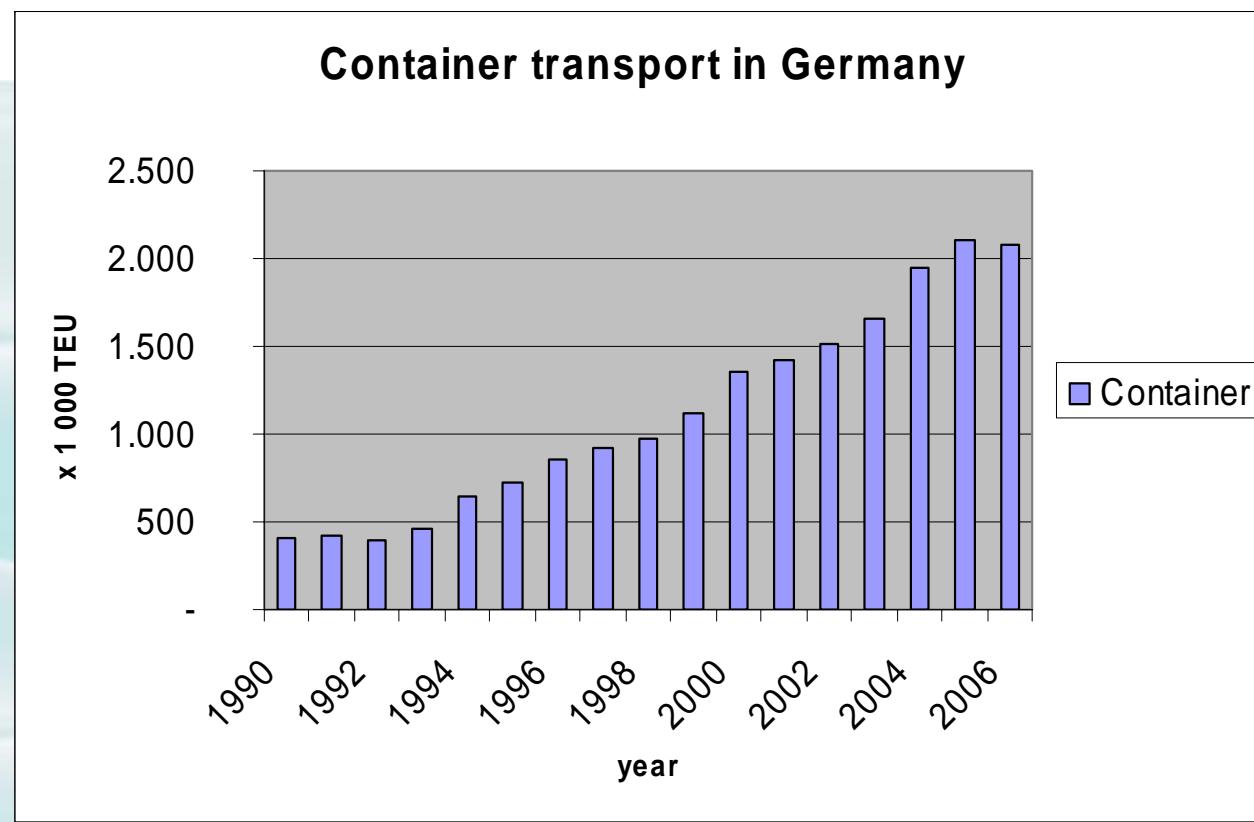
Overall figures of Inland Navigation in Europe

- **125 billion t/km**
- **440 million t p.a.**
- **6,5 % of the total freight transport (in various Member States much higher: Belgium and Germany 14 %, Netherlands 44 %)**

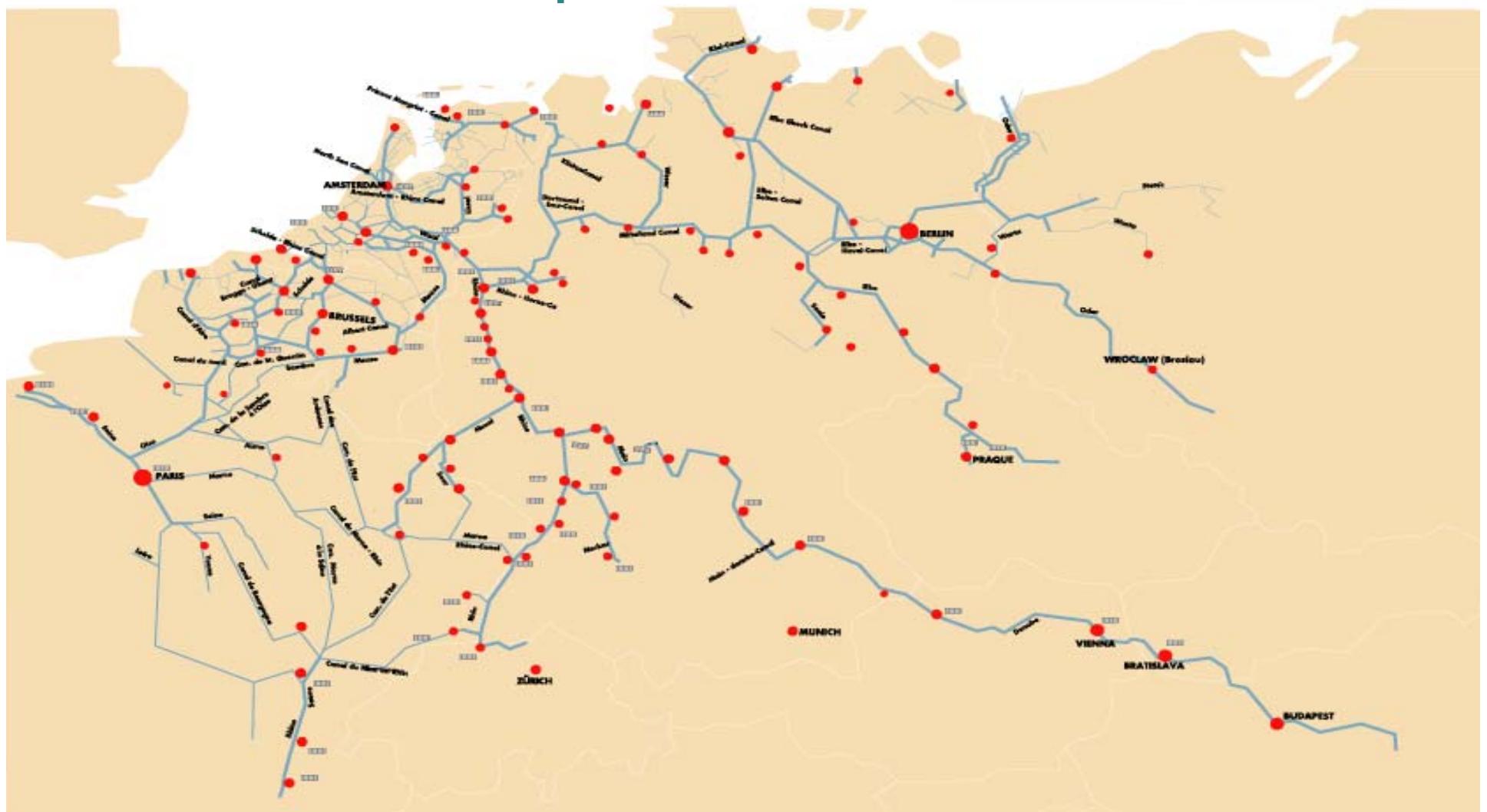
Container transport approx. 10 %



Growth of Container Transport



Container accessibility in Northwest Europe





Meeting specific challenges

Distribution of new cars
The Volkswagen Example

Chemical products requiring high temperature
We can cope with 428 F = 220 C



New European transport policy

Communication of the European Commission on the promotion of inland waterway transport “NAIADES”

Recommendations for action to be taken between 2006-2013 in the field of

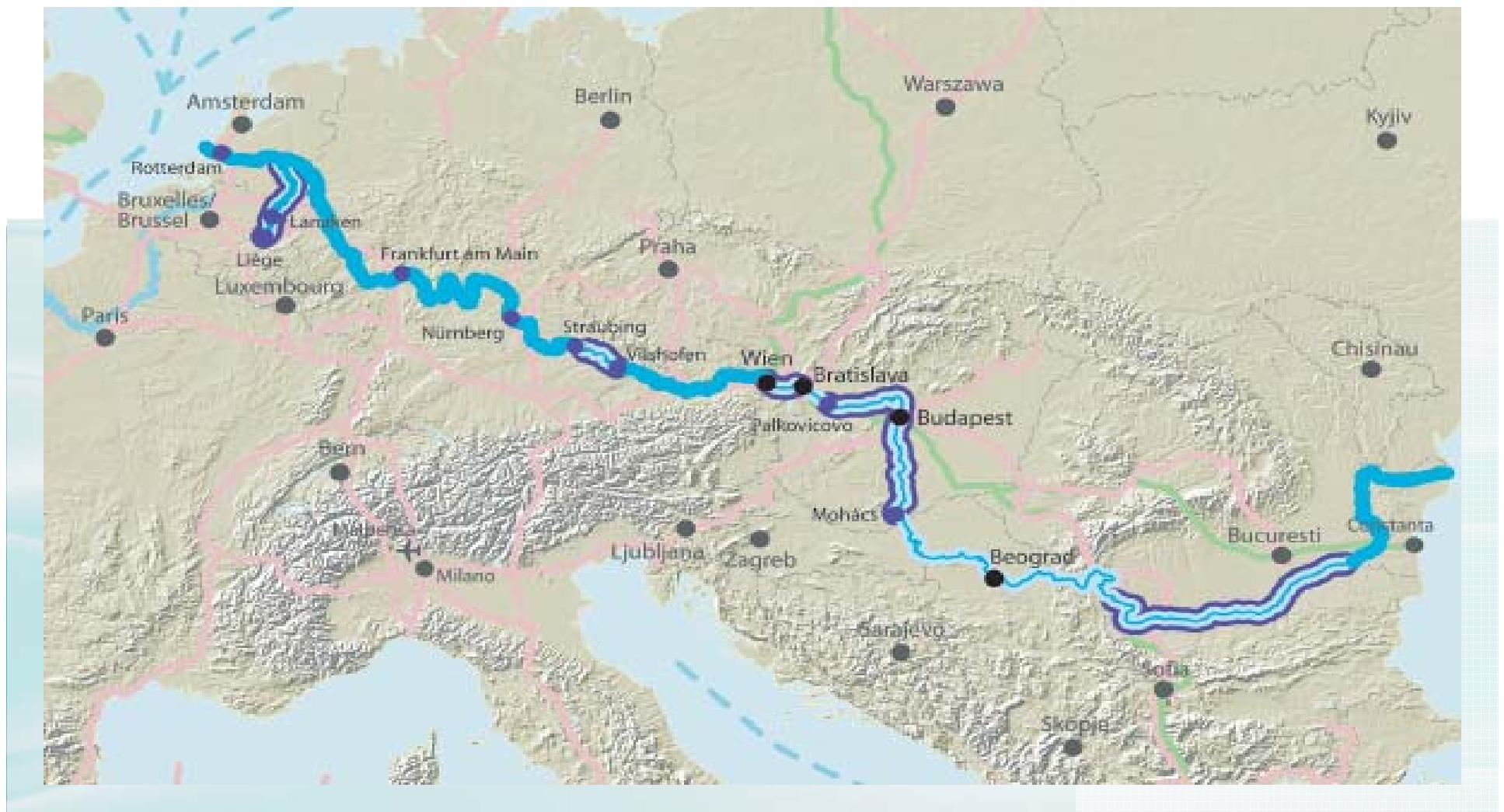
- (1) Markets
- (2) Fleet
- (3) Jobs and Skills
- (4) Image
- (5) Infrastructure



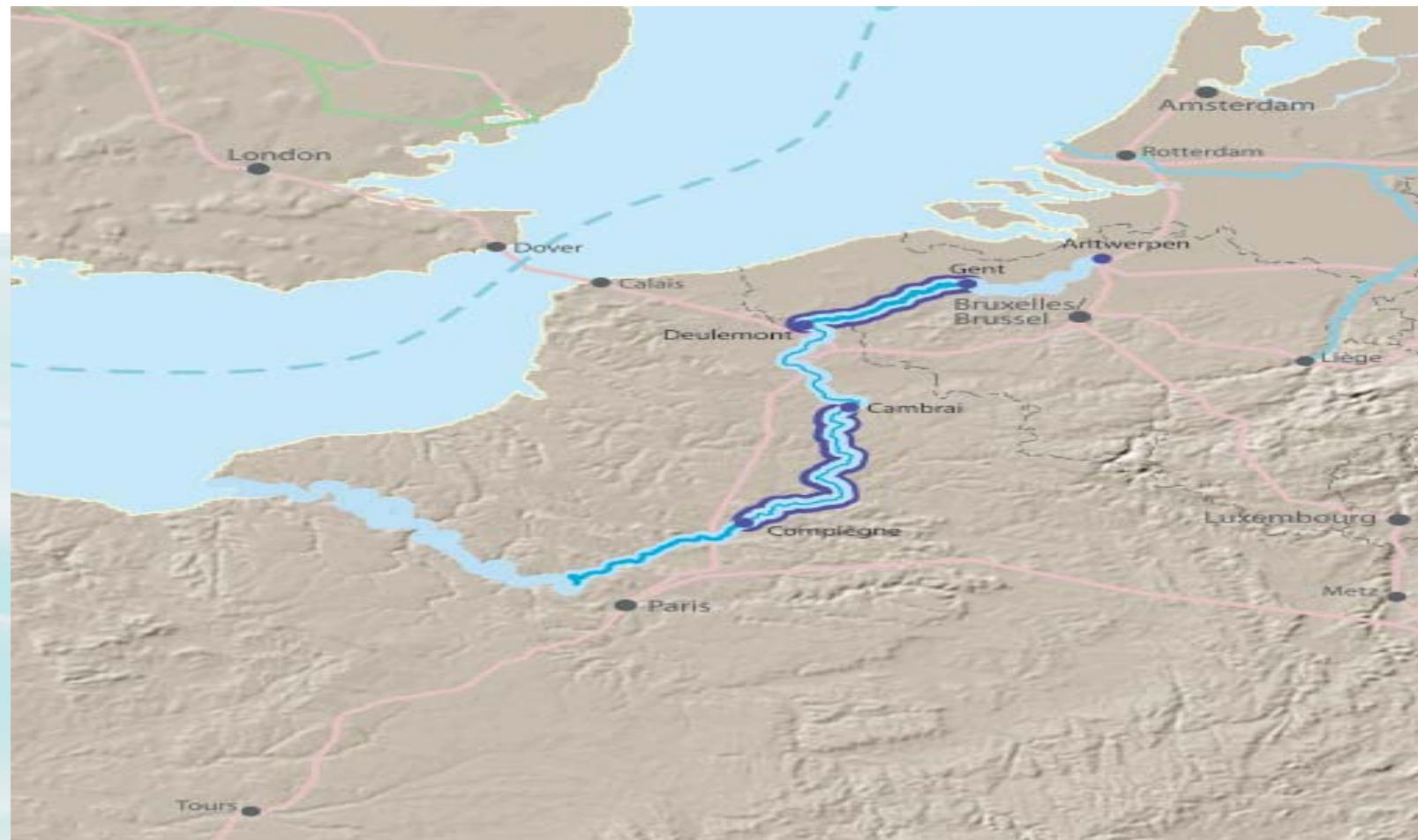
Infrastructure

- More than 36.000 km of waterways and hundreds of inland ports
 - **bottlenecks**
 - Inland Navigation Projects on TEN-T Prioritylist
 - Rhine-Danube corridor Nr. 18
 - Seine Nord Nr. 30
- **Co-financing by European Commission!**

RHINE/MEUSE-MAIN-DANUBE INLAND WATERWAY AXIS



INLAND WATERWAY SEINE-SCHELDT





Infrastructure: Perspective figures

- **RHINE/MEUSE-MAIN-DANUBE INLAND WATERWAY AXIS**
 - Increase capacity to 5 billion tonnes km / year : 30%
 - Reduction transport costs /tonne freight : 20-30%
 - Integration network of new member states into TEN-T

- **INLAND WATERWAY SEINE-SCHELDT**
 - General economical development
 - Elimination bottleneck - increase of :15 million tonnes of freight
 - Maximum gauge from : 750 to 4400 tonnes
 - Reduction costs : 30-35%



Environment

- ENVIRONMENTALLY SOUND MODE OF TRANSPORT

- LOW EMISSION CONCEPTS



Future developments – benefits from IWT

Sufficient fairway conditions e.g. on the Upper Danube would have the following benefits:

- savings on investments in the road system
- savings on external costs of transport, such as:
 - reduction of accident cost
 - reduction of congestion costs
 - reduction of CO2-emissions
 - reduction of noise
 - reduction of space consumption



Thank you for your attention

